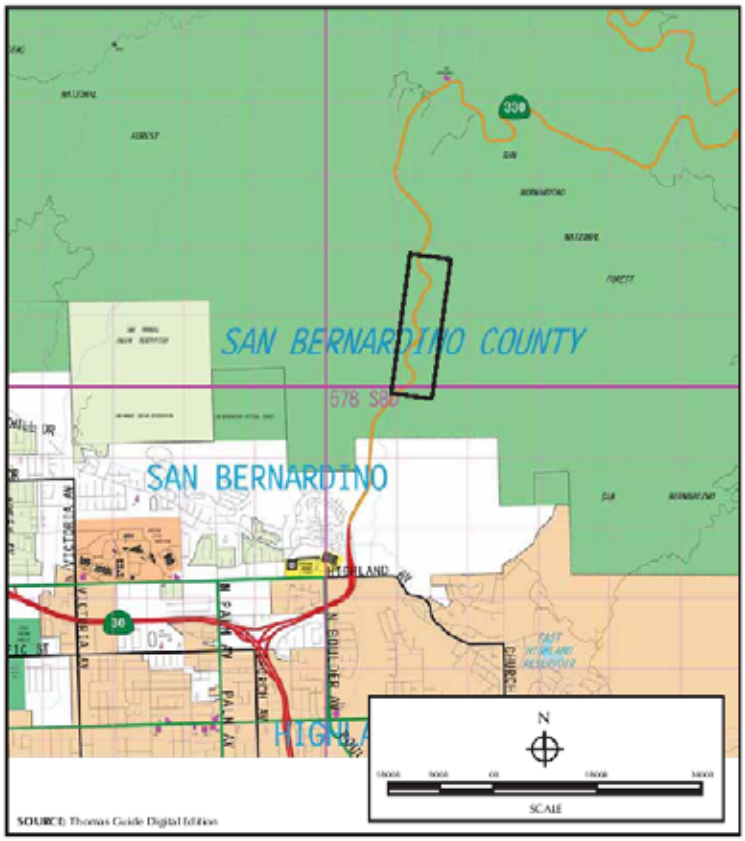
***************Public Notice Posted 5/24/2006***************

The California Department of Transportation is seeking a Clean Water Act Section 401 Water Quality Certification from the Santa Ana Regional Water Quality Control Board (SARWQCB) for the 330 Slope Restoration Project. Clean Water Act Section 401 Water Quality Certifications are required to go through a 21-day minimum Public Notice period. All comments should be submitted either in writing or email to Adam Fischer of the Santa Ana Regional Water Quality Control Board. Should you have any question you can contact Adam Fisher by email or call him at (951) 782-4130.

Adam Fischer
Santa Ana Regional Water Quality Control Board
3737 Main St., Suite 500
Riverside, CA 92501

Email: Aficher@waterboards.ca.gov

Project Location: The proposed project site is located in the San Bernardino National Forest on the USGS 7.5-minute series Harrison Mountain topographic quadrangle (section 15 and 22, township 1 north, range 3 west). The Project Area is within the Front Country as designated in the SBNF Forest Plan.



Project Description: Winter storms in 2005 caused significant damage to the embankment slopes of SR-330. During heavy flows, City Creek naturally diverted or split from its normal flow pattern, using the embankment as a barrier on its westerly side. This caused significant slope damage, affecting the roadway above, as indicated by visible pavement cracks resulting from embankment settlement.

The Geotechnical Services department of Caltrans has assessed the damage and determined that the roadway embankment may not survive exposure to another winter of rain. Their recommendation is that the slope be restored as expeditiously as possible.

Rebuilding the embankment slope will consist of excavating the roadway embankment to the extent where backfilling the eroded areas with layered reinforced fill is feasible. The contractor will provide safety slopes on each side of the excavation for worker safety. Once the desired depth is reached, the contractor will rebuild the embankment from the bottom up, in layers using geosynthetic fabric as shown on the project plans. Following the completion of the work, appropriate erosion control will be installed on the newly constructed slopes, and the existing roadway features removed during construction will be restored.

A CRSP wall will be constructed at the toe of the existing embankment slope. The walls will require trenching of the creek bottom to ensure that the proposed wall rests on a stable foundation or is placed beneath the scour depth [approximately 3 m (10 ft) deep]. While excavating the creek bottom, soil will be stockpiled adjacent to the trench. Rocks will be placed within the excavated trench and stacked in place. Voids within the rocks will be filled with concrete. Concrete materials will be placed via concrete pump and hose from the existing traveled way, or from a graded platform within the temporary excavation to repair the slope.

The contractor would more than likely use the existing roadbed and turnouts between and near each location for equipment staging and/or stockpiling or storing materials. Stockpiling of materials on the roadbed would only occur during proposed roadway closures. All material stockpiles will be required to meet storm water protection requirements. All disturbed areas, as a result of staging or stockpiling, will be restored to their original condition.

Full roadway closures of SR-330 will be required for 53 days. During the closure, SR-38 and SR-18 will be identified as alternate routes.